

FILED

10/20/22

04:59 PM

A2210016

**BEFORE THE PUBLIC UTILITIES COMMISSION OF
THE STATE OF CALIFORNIA**

**In the Matter of the Application of)
Blue & Gold Fleet, L.P. (VCC-77))
For Authorization to Increase Passenger Fares)
On Its Vessel Common Carrier Service)
On San Francisco Bay Between Sausalito and)
San Francisco and for Authority to Adjust Fares))
Within a Zone of Rate Freedom)**

Application No. _____

Daniel F. Reidy, Esq.
LAW OFFICES OF DANIEL F. REIDY
270 Blair Mine Road (P.O. Box 760)
Angels Camp, CA 95222
Telephone: (209) 736-0712
Email: dfreidy@pacbell.net
Attorney for Blue & Gold Fleet, L.P.

October 19, 2022

In the Matter of the Application of)	Application No. _____
Blue & Gold Fleet, L.P. (VCC-77))	
For Authorization to Increase Passenger Fares)	
On Its Vessel Common Carrier Service)	
On San Francisco Bay Between Sausalito and)	
San Francisco and for Authority to Adjust Fares))	
Within a Zone of Rate Freedom)	
_____	/	

**APPLICATION OF BLUE & GOLD FLEET, L.P. (VCC-77) FOR
AUTHORIZATION TO INCREASE PASSENGER FARES ON ITS VESSEL
COMMON CARRIER SERVICE ON SAN FRANCISCO BAY BETWEEN
SAUSALITO AND SAN FRANCISCO AND FOR AUTHORITY TO
ADJUST FARES WITHIN A ZONE OF RATE FREEDOM**

BLUE & GOLD FLEET, L.P. (VCC-77) hereby respectfully applies to the Public Utilities Commission of the State of California (“Commission”) for authorization to increase fares on its Vessel Common Carrier service on San Francisco Bay between Sausalito and San Francisco and for authority to adjust fares within a Zone of Rate Freedom. Applicant is a Vessel Common Carrier (VCC-77) authorized by the Commission to transport passengers on San Francisco Bay. In support of its Application and pursuant to Sections 454 and 491 of the Public Utilities Code, Applicant alleges as follows:

INTRODUCTION

1. Applicant is a Delaware Limited Partnership which has been duly organized and is authorized to do business in the State of California. Applicant’s status was acknowledged by the Commission in its Decision D.97-06-066 issued in 1997 after documentation of Blue & Gold Fleet, L.P.’s status was filed with the Commission as part of its Application No. 95-12-071.

2. Applicant's corporate and operational business office is located at Pier 41 Marine Terminal, San Francisco, CA 94133.

3. Notices, correspondence and communications with respect to this Application should be addressed to the Applicant's Attorney:

Daniel F. Reidy, Esq.
Law Offices of Daniel F. Reidy
270 Blair Mine Road (P.O. Box 760)
Angels Camp, CA 94522
Tele: (209) 736-0712
E-mail: dfreidy@pacbell.net

and to the Applicant's President:

Patrick Murphy
Blue & Gold Fleet, L.P.
Pier 41 Marine Terminal
San Francisco, CA 94133
Tele: (415) 705-8248
E-mail: patrick@blueandgoldfleet.com

SCOPING INFORMATION FOR THE PROCEEDING

4. Pursuant to Commission Rule 2.1(c), Applicant proposes that this Application be processed as a **Ratesetting**, without any need for hearings or public witness evidence.

5. The specific issues that need to be addressed in the proceeding are:

- (1) That the proposed increases in the fares for passengers on this service route are justified, necessary and reasonable.
- (2) That the projected Operating Ratio which would result from the proposed fare increases is within the reasonable range of prior Commission approvals for vessel passenger common carriers.

(3) That it is reasonable for the Commission to authorize Applicant to adjust its passenger fares within a Zone of Rate Freedom (“ZORF”) for up to twenty percent (20%) above and below its base passenger fares.

6. Should the Commission decide to conduct any public hearings, here is the Applicant’s proposed schedule for processing this Application:

<u>November, 2002</u>	Prehearing Conference
<u>November, 2002</u>	Hearings
_____	Pre-Hearing Briefs due
_____	Post-Hearing Briefs due and Submission
_____	Proposed Decision (30 days after Submission)
=====	Final Decision (Next Commission Hearing)

SUMMARY OF PERTINENT BACKGROUND

7. Applicant is a Vessel Common Carrier (VCC-77) authorized by the Commission to carry passengers on vessels on San Francisco Bay. Applicant has been providing passenger service of its Sausalito-San Francisco route continuously since 1997 when the Commission approved the transfer of assets and routes of Red & White Fleet, Inc. to Blue & Gold Fleet, L.P. in Decision No. 97-06-066. Part of that transfer was Applicant’s assumption of passenger ferry routes between the City of Sausalito and San Francisco. In addition, by Decision No. D.00-06-060 issued on June 22, 2020, Applicant received authority from the Commission to operate “short hop” scheduled common carrier service between the Cities of Sausalito and Tiburon on San Francisco Bay.

8. Since 1997, the first passenger fare increase for Blue & Gold Fleet’s Sausalito-San Francisco Service was approved by the Commission on February 4, 1999 in Decision No. D.99-02-024. In its Application for a fare increase on its Sausalito-San Francisco Service, the

Applicant sought increases in its fares between \$0.25 and \$0.50 per one-way passenger in order to reverse losses incurred in prior years and to make a modest profit, which amounted to an Operating Ratio of 92.6%. The Commission found that Applicant's request for the base passenger fare increases were just and reasonable.

9. The second base passenger fare increase for Applicant's Sausalito-San Francisco Service was granted on October 3, 2002 when the Commission in its Decision No.02-09-010 approved the Applicant's Application No. 02-06-014 in which it sought increases in its fares of between \$0.75 and \$1.25 per one-way passenger, which the Commission found to be just and reasonable.

10. The third base passenger fare increase for Applicant's Sausalito-San Francisco Service was approved on July 12, 2007 when the Commission in Decision 07-07-015 approved the Applicant's Application No. 07-01-027 filed on January 16, 2007 and amended on February 6, 2007 in which it sought increases in its fares of between \$0.50 and \$1.00 per one-way passenger. The Applicant presented data on its higher operating costs, increases in indirect expenses because of the loss of service to Alcatraz Island, and costs of extraordinary major repairs of structural damage needed for the motor vessel *Zelinsky*. The Applicant presented data showing that it experienced a decline in ticket sales in 2006 and projected the decline in ticket sales to continue in 2007 and also projected a net loss of \$205,250 for 2007 if its current base fares are not increased. Even with the requested fare increases, the Applicant projected a loss of \$156,434 for 2007. The Commission found that Applicant's requests for the base passenger fare increases were justified and reasonable.

11. The fourth base passenger fare increase for Applicant's Sausalito-San Francisco Service was approved on April 22, 2010, when the Commission in Decision 10-04-043 approved

the Applicant's Application No. 09-12-027 requesting base passenger fare increases of \$0.50 above then-current fares which included a fuel surcharge authorized by the Commission. The request increases in base fares excluding the fuel surcharge were for \$2.00 for adults; \$1.00 for children (Age 5-11), \$2.25 for Group Adult; \$1.00 for Group Wholesale, and \$1.00 for Group Children. The Applicant presented data on its rising operating costs which were projected to go up by 12.7% in 2010, and that ticket sales for its Sausalito-San Francisco Service declined by 37,750 (10.9%) in 2009. The Commission found that Applicant's requests for its base passenger fare increases were justified and reasonable.

12. The fifth base passenger fare increase for Applicant's Sausalito-San Francisco Service was approved on December 15, 2016, when the Commission in Decision No. D.16-12-050 approved Applicant's Application No. A-16-04-012 dated April 15, 2016.

13. The Commission's Decision No. D 16-12-050 also granted Blue & Gold Fleet authority to adjust fares within a 20% Zone of Rate Freedom (ZORF) on its service between Sausalito and San Francisco without having to file formal Applications and instead by filing revised Tariff pages. Subsequently the passenger fares were adjusted by the Applicant under ZORF authority in 2017 by filing the 17th Revised Tariff Page 8 effective May 1, 2017, and then again in 2019 by filing the 18th Revised Tariff Page 8 effective April 1, 2019. In December of 2021, the Applicant further adjusted the passenger fares utilizing its ZORF authority by filing the 19th Revised Tariff Page 8 effective December 17, 2021. Then in March of 2022, Blue & Gold Fleet utilized the remaining balance of its ZORF authority under Decision D.16-12-050 by filing the 20th Revised Tariff Page 8 which increased the Adult Fare to from \$13.00 \$13.75 in the prior Tariff page, the Group Adult Fare from \$11.00 to \$12.00, the Child and Senior Fares (both individual and group) from \$7.50 to \$8.00, and the Group Wholesale from \$10.00 to \$10.75.

14. When Commission Resolution TL-19139 adopted and issued on June 24, 2022 granted Vessel Common Carriers temporary authority for one year to adjust their fares and rates within a “zone of reasonableness” whose upper limit is twenty-percent (20%) above currently authorized fares and rates, Blue & Gold Fleet revised its passenger fares on its Sausalito-San Francisco as follows: the Adult Fare to \$14.25 from \$13.75 in the prior Tariff page, the Group Adult Fare to \$12.50 from \$12.00 in the prior Tariff Page, the Child and Senior Fares (both individual and group) to \$8.50 from \$8.00 in the prior Tariff Page, and did not revise the Group Wholesale Fare of \$10.75. These fare adjustments ranged from 2.50% to 6.25% over the previous fares.

15. Since the emergency authority to increase rates and fares granted the Vessel Common Carriers in Commission Resolution TL-19139 will expire in June of 2023, Blue & Gold Fleet desires to put more permanent rates in place to cover increasing operating costs and to offset declining fare income on its Sausalito-San Francisco service.

PASSENGER FARE INCREASES SOUGHT IN THIS APPLICATION

16. Applicant is requesting authorization from the Commission to set new base passenger fares as set forth in Table 1 below:

/

/

/

/

TABLE 1

Category of Fare	Last Approved <u>Base Fares</u>	Present Temporary <u>Fares (Res. TL 19139)</u>	Proposed New <u>Base Fares</u>
Adult	\$13.75	\$14.25	\$16.00
Child (Age 5-11)	\$8.00	\$8.50	\$10.00
Senior (Age 65+)	\$8.00	\$8.50	\$10.00
Group Adult	\$10.00	\$12.50	\$14.00
Group Child (Age 5-11)	\$8.00	\$8.50	\$10.00
Group Senior (Age 65+)	\$8.00	\$8.50	\$10.00
Group Wholesale	\$10.75	\$10.75	\$12.00

TABLE 2
Schedule of Net Incomes in Recent Years

2017	(\$14,984)
2018	\$511,418
2019	\$226,583
2020	(\$838,837)
2021	(\$314,151)
2022P	(\$867,000)

17. **Net Incomes in Recent Years.** The Applicant has calculated the net incomes for recent years by comparing annual operating revenues with annual operating expenses on its Sausalito – San Francisco Service Route. See Table 2 above for a graphic Schedule of Net Incomes over the last six years. Positive net incomes or profits were achieved in only two years, namely in 2018 and 2019. With the dramatic reductions in ridership due to the COVID-19

Pandemic, the Applicant experienced a dramatic net loss of \$838,837 in 2020 and then a substantial net loss of \$314,151 in 2021 followed by a worsening projected net loss of \$867,000 in 2022.

The Applicant cannot continue to operate its Sausalito – San Francisco Service Route with such significant annual net losses, and these figures justify Applicant’s request for authority to fix reasonable higher base fares with the right to adjust fares in the future under a Zone of Rate Freedom (“ZORF”) of Twenty Percent (20%) above and below current base fares.

18. **Declines in Ticket Sales Over the Last Few Years.** Decreases in the number of riders on Applicant’s Sausalito-San Francisco service route over the last few years resulted in declining ticket sales on this service route, as shown on Table 3 below:

TABLE 3
Schedule of Passenger Ticket Sales

<u>Month</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
January	23,227	19,054	14,059	15,575	(6)	5,036
February	10,933	16,418	15,535	14,161	2,359	4,571
March	13,831	27,239	16,136	3,109	285	9,050
April	34,916	30,701	36,180		(6)	19,830
May	31,256	34,236	28,899	1	-	13,135
June	36,463	40,853	35,745	21	2,268	15,751
July	71,516	71,623	65,570	32	19,074	36,268
August	52,898	57,332	50,638	(494)	14,036	27,362
September	44,081	34,372	28,275	832	10,001	15,536P*

October	44,380	37,600	34,986	2,791	11,548	17,143P*
November	18,415	13,851	12,003	2,001	8,947	11,921P*
December	20,657	12,180	10,026	318	4,800	7,207P*
<hr/>						
TOTALS	402,573	395,419	348,052	38,347	73,306	182,810P*
<hr/>						

Note: P* stands for “Projected.”

In 2017, applicant sold 402,573 tickets on the Sausalito-San Francisco service route. In 2018, the total number of tickets sold on this service route totaled 395,419. In 2019, the total tickets sold was 348,052, and while the monthly tickets sold for January to August were on a par with tickets sold in those months in 2017 and 2018, beginning in September of 2019, the monthly ticket sales were markedly less than those in the same months in the previous two years. In 2020, with the Omicron Pandemic impacts, the total tickets sold on this service route totaled only 38,347. In 2021, the total tickets sold on this service route was 73,306, which was only 9.7 % of the total ticket sold on this service route in 2018. In the first eight months of 2022, the total tickets sold was 131,003, with monthly ticket totals roughly one-half of ticket sales in the same months in 2018. It is projected that the total tickets sold for 2022 will be 182,810, roughly one-half of tickets sold in 2019. Applicant expects ridership to increase in 2023, budgeting just over 200,000 tickets sold, but does not anticipate ridership to return to pre-pandemic levels until 2025.

19. **Trends in Operating Expenses.**

A. **Vessel Crew Labor Costs.** Vessel crew labor costs for Applicant’s Sausalito/SF Service in 2017 totaled \$814,118, totaled \$997,316 in 2018, and totaled \$941,366 in 2019 and

continued to decline in 2020 and 2021 due to a decreased number of trips resulting from the local government's orders closing the San Francisco dock as part of the COVID Pandemic emergency health orders. However, vessel crew costs in the first eight months of 2022 totaled \$584,839 and are projected to be approximately \$875,000 by the end of 2022. While vessel crew costs for Applicant's Sausalito/SF Service are expected to go back up to pre-COVID-19 Pandemic levels as experienced in 2018/2019, ticket sales are not expected to return to 2018/2019 levels for another two years.

B. **Vessel Repair Costs.** The costs incurred in maintaining and repairing the vessels used in the Sausalito/SF Service are highly volatile and depend on whether major overhauls of a vessel are required in a particular year. Vessel maintenance and repair costs for the Applicant's Sausalito/SF Service in 2017 totaled \$482,244, totaled \$268,511 in 2018, and totaled \$620,636 in 2019. The U.S. Coast Guard requires that boats need to be dry-docked every other year, and shipyard costs, including the cost of labor and the cost of engine repairs, continue to escalate. Applicant expects having to repower its fleet with an alternate emissions treatment system to become compliant with new Regulations enacted by the California Air Resources Board (CARB). This will mean substantial added expense from 2025 to 2030, while Applicant does one vessel remodel and repower each year.

C. **Fuel and Lubricants.** The costs incurred for vessel fuel and lubricants on Applicant's Sausalito/SF Service totaled \$153,606 in 2017, totaled \$188,352 in 2018, and totaled \$178,018 in 2019. Fuel and lubricants costs declined dramatically in 2020 and 2021 due to reduced trips as a result of the COVID Pandemic, but they went up to a total of \$267,468 in the first eight months of 2022 and are projected to be over \$350,000 in 2022. Considering the recent significant increases in vessel fuel costs due to factors such as the War in Ukraine and supply chain

breakdowns of fuel deliveries in California, it is reasonable to expect that the Sausalito/SF service in a Theoretical Next Year will incur costs for vessel fuel and lubricants at levels significantly higher than they were in 2017, 2018 and 2019.

D. **Contracted Services**. For miscellaneous services provided by contractors such as equipment maintenance and facilities cleaning, the Sausalito/SF service incurred costs of \$27,370 in 2017, costs of \$28,199 in 2018, and costs of \$35,290 in 2019. With increased operations as the COVID Pandemic situation winds down, it is reasonable to expect that the Sausalito/SF service in a Theoretical Next Year will incur costs for miscellaneous contracted services at levels higher than they were in 2017, 2018, and 2019.

E. **Rent and Occupancy Costs**. Dock and facility lease costs for Applicant's Sausalito/SF Service totaled \$220,247 in 2017, totaled \$250,404 in 2018, and totaled \$238,767 in 2019. Rents are going up generally throughout the Bay Area and specifically in San Francisco and Sausalito, so it is reasonable to expect that the Sausalito/SF service in a Theoretical Next Year will incur costs for rent and occupancy costs at levels higher than they were in 2017-2019.

F. **Indirect Expenses (Facilities and Marketing)**. For indirect business expenses such as advertising and marketing, printed schedules and brochures, ticket stock purchases, toll-free telephone lines, credit card fees, repairs and maintenance of Applicant's facility at Pier 41, costs of ticket personnel, and similar items allocated to the Applicant's Sausalito/SF service, such expenses totaled \$1,602,135 in 2017, totaled \$1,608,337 in 2018, and totaled \$1,450,252 in 2019. With increased advertising and marketing required to build back the ridership after the cutbacks due to the COVID Pandemic, it is reasonable to expect that the Sausalito/SF service in a Theoretical Next Year will incur costs for rent and occupancy costs at levels higher than they were in 2017, 2018 and 2019.

20. **No Governmental Subsidies Contributing to Operating Costs.** The Applicant does not receive any subsidies for operating costs from federal, state, regional or local government agencies for its Sausalito/SF Service. Passenger fares are the only source of revenues for this Service.

21. **Request for ZORF Authority Going Forward.** Applicant is requesting authority from the Commission to promptly adjust fares within a Zone of Rate Freedom (ZORF) of Twenty Percent (20%) above or below its proposed base passenger fares without having to file an Application to seek prior Commission approval in each instance. Public Utilities Code section 454.2 provides that “the commission may establish a “zone of rate freedom” for any passenger stage transportation service which is operating in competition with other passenger transportation service from any means of transportation, if the competition together with the authorized zone of rate freedom will result in reasonable rates and charges for the passenger stage service. An adjustment in rates or charges within a zone of rate freedom established by the commission is hereby deemed just and reasonable.” Applicant’s rationale for qualifying for ZORF authority is outlined in the following sub-paragraphs:

(a). **Previous Grant of ZORF Authority.** The Commission previously granted Applicant authority to adjust base passenger fares within a Twenty Percent (20%) Zone of Rate Freedom in Decision D. 16-12-050 issued on December 15, 2016, and Applicant utilized its ZORF authority four (4) times between 2016 and 2022 as outlined in Paragraph 10 hereinabove without triggering any complaints or causing disruption of passenger service on its Sausalito-San Francisco service route.

(b). **Other Passenger Carriers Operating on San Francisco Bay.** There are other carriers providing scheduled passenger service on San Francisco Bay. The Golden Gate Bridge

Transportation and Highway District provides passenger ferry service between San Francisco and Larkspur in Marin County and also provides passenger ferry service between Sausalito and the San Francisco Ferry Terminal, with the current schedule showing departing Sausalito at 7:00 AM, 8:10 AM, 10:35 AM, 1:45 AM, 3:10 AM, 4:55 PM, and 6:30 PM, with return round trips. The San Francisco Bay Emergency Transportation Agency (WETA) provides scheduled vessel passenger service on San Francisco Bay to and from points in San Francisco connecting to terminals at Jack London Square in Oakland, the Main Street Terminal in Alameda. Vallejo and South San Francisco, and cross-Bay service between South San Francisco and Oakland/Alameda. Prop SF, LLC requested ZORF Authority with justifications for its request for ZORF authority found in Commission policies and precedents, the presence of existing passenger services on San Francisco Bay, and because “it is clear that substantial competition already exists in the relevant ferry/water service market.”¹ Further, in Decision No. 16-12-050 issued on December 15, 2016, the Commission approved Applicant’s request in its Application No. 16-04-012 for ZORF pricing flexibility of Twenty Percent (20%) above and below authorized base fares as reasonable and justified.

(c). **No Temporary Fuel Surcharge Authority is Currently Available.** As a result, Applicant will not be able to rapidly respond to increased costs for fuel that may occur because of supply chain issues, regional shortages of diesel fuel, or international crises like the current war in Ukraine that impact the supply and prices of diesel fuel.

(d). **Beneficial to Commission’s Regulatory Processing Program.** Granting ZORF authority to Applicant will be beneficial to the Commission’s regulatory processing program because the Applicant would not have to keep coming back to the Commission for requests to increase base fares to cover rising fuel prices and other operational costs or to reduce fares to

¹ *Amended Application of PropSF, LLC*, No. 15-08-014, dated January 19, 2016., at p. 5

remain competitive with other vessel common carriers providing passenger ferry service on San Francisco Bay.

21. **No Adverse Environmental Impacts.** It can be seen with certainty that there is no possibility that the proposed passenger rate increase will have a significant adverse effect on the environment. The existing vessel route and the operations of Applicant's existing scheduled ferry passenger service will not be changed in any way, so no changes to the physical environment will result from the increased fares.

22. **Notice of this Application Furnished to Local Governments.** As documented by the Certificate of Service attached hereto, copies of this Application were sent by mail to the City Clerk and the City Attorney of the City of Sausalito, to the City Clerk and the City Attorney of the City of San Francisco, to the Clerk of the San Francisco County Board of Supervisors, and to the Office of the County Counsel of Marin County and to the Clerk of the Marin County Board of Supervisors.

23. **Request for Prompt Approval of the Application.** Short notice authority under Section 491 of the Public Utilities Code is requested so that the proposed rates can be published as soon as possible upon authorization. This Application is one which may be handled under the Commission's *ex parte* procedure for immediate approval, since there will be no adverse impacts on any other common carrier passenger ferry services. The Applicant proposes a prior notice period to the public of ten (10) days.

/

/

/

/

WHEREFORE, Applicant BLUE & GOLD FLEET, L.P. prays that the Commission issue the following *ex parte* order:

- (1) Authorizing Applicant, pursuant to Section 454 of the Public Utilities Code, to collect fares for passengers on its ferry service between Sausalito and San Francisco as shown on Table 1 in Paragraph 7 above;
- (2) Authorizing Applicant to adjust its passenger fares within a Zone of Rate Freedom (“ZORF”) for up to twenty percent (20%) above and below its base freight transport rates; and
- (3) Authorizing Applicant, pursuant to Section 491 of the Public Utilities Code, to publish the permanent passenger fare rates effective on short notice. The notice period requested is ten (10) days.

Respectfully submitted on behalf of the Applicant Blue & Gold Fleet, L.P. (VCC-77).

By: /s/Daniel F. Reidy Dated: October 19, 2022
Daniel F. Reidy, Esq.

VERIFICATION

I, PATRICK MURPHY, hereby declare:

I am the President of BLUE & GOLD FLEET, L.P., a Delaware Limited Liability Partnership, the Applicant herein, and I am authorized to make this verification on its behalf.

The statements in the foregoing document are true of my own knowledge, except as to matters on which I am relying on my staff for information, such as the revenues and expenses figures and projections, and as to those matters I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on October 19, 2022, at San Francisco, California.

/s/ Patrick Murphy
Patrick Murphy

AUTHORIZATION OF REPRESENTATIVE

I, PATRICK MURPHY, hereby declare:

I am the President of BLUE & GOLD FLEET, L.P., a Delaware Limited Partnership, the Applicant herein, and I have the authority to make this Authorization of Representative on its behalf.

I hereby authorize Daniel F. Reidy, Esq., of LAW OFFICES OF DANIEL F. REIDY, a Professional Corporation, with its principal business office located at 270 Blair Mine Road, Angels Camp, CA 95222, to represent BLUE & GOLD FLEET. LP in this proceeding and to file documents and to speak on behalf of the Applicant in this proceeding.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on October 19, 2022, at San Francisco, California.

 /s/ Patrick Murphy

Patrick Murphy

CERTIFICATE OF SERVICE BY MAIL

I, BRENDA D. REIDY, hereby certify and declare as follows:

I am a citizen of the United States over the age of eighteen years, and I am not a party to this proceeding. My business address is 270 Blair Mine Road, Mailing Address P.O. Box 760, Angels Camp, CA 95222. On the date stated below, in Calaveras County, which is the county of my employment, I served the following document:

**APPLICATION OF BLUE & GOLD FLEET, L.P. (VCC-77) FOR
AUTHORIZATION TO INCREASE PASSENGER FARES ON ITS VESSEL
COMMON CARRIER SERVICE ON SAN FRANCISCO BAY BETWEEN
SAUSALITO AND SAN FRANCISCO AND FOR ZONE OF RATE
FREEDOM AUTHORITY TO ADJUST FARES**

on interested parties by placing a true copy thereof enclosed in a sealed envelope on October 19, 2022 by mail with postage thereon fully prepaid, in the United States Post Office at Angels Camp, California, addressed as on the attached Service List.

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Angels Camp, California on October 19, 2022.

/s/ Brenda D. Reidy
BRENDA D. REIDY

SERVICE LIST

City Clerk of City of Sausalito
Sausalito City Hall
420 Litho Street
Sausalito, CA 94945

Sausalito City Attorney
Sausalito City Hall
420 Litho Street
Sausalito, CA 94945

Clerk of the Board of Supervisors of Marin County
3501 Civic Center Drive, Suite 329
San Rafael, CA 94903

County Counsel of Marin County
3501 Civic Center Drive, Suite 275
San Rafael, CA 94903

Clerk of the San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place,
San Francisco, CA 94102

San Francisco City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place,
San Francisco, CA 94102